



City of Fontana CALIFORNIA

November 8, 2001

Mr. Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: LETTER DATED OCTOBER 2, 2001 – ENVIRONMENTAL IMPACT
REPORT (EIR) AND ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR
A 700 MILE HIGH SPEED TRAIN SYSTEM SERVING SACRAMENTO, THE
SAN FRANCISCO BAY AREA, THE CENTRAL VALLEY, LOS ANGELES,
THE INLAND EMPIRE, ORANGE COUNTY AND SAN DIEGO

Dear Mr. Morshed:

The City of Fontana is in receipt of the above referenced letter, (see attached). After City staff review of the letter in question, we would like to mention the following points:

- Since there are residential units in close proximity to the Union Pacific Railroad Line (in the Fontana area) the level of noise and vibration created by the project must be considered, studied and reduced to acceptable measurements.
- Does the project have established hours of operation?
- Will the mode of power be via diesel or electric type of engines?
- Is the railroad right-of-way area secured to prevent children from wandering onto same?

Mr. Mehdi Morshed
Letter Dated October 8, 2001
Page 2

- A.) Is the project going to utilize existing tracks or are new tracks envisioned for the project?
- B.) If new tracks are envisioned for the project will existing tracks remain in place?
- Lastly, please keep the City of Fontana on your distribution list for any/all new information concerning this project.

The City appreciates the opportunity to review this letter and looks forward with anticipation to the time when the High Speed Rail Authority serves the Fontana area and California's major metropolitan areas.

Respectfully,

COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division



Debbie M. Brazill
Planning Manager

c: Frank A. Schuma, Community Development Director
Raymond Bragg, Redevelopment/Special Project Director
Paul Balbach, Principle Transportation Engineer



November 9, 2001

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Program Environmental Impact Report/Environmental Impact Statement Draft First Screening Report

Dear Mr. Morshed:

North San Diego County Transit Development Board (NCTD) wishes to inform you and the Board members of the California High Speed Rail Authority (HSRA) that on November 1, 2001 the NCTD Board of Directors took action in support of the HSRA's Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Draft First Screening Report, as it applies to the Los Angeles-Orange County-San Diego and Los Angeles-Inland Empire-San Diego corridors. NCTD supports the findings and recommendations as presented in the Draft First Screening Report, as modified in the presentation given to the Board on November 1, 2001 by Mr. Dan Leavitt.

Specifically, NCTD supports:

- Continued study to focus on a shared use concept and incremental improvements to the existing LOSSAN corridor infrastructure,
- Assumed use of conventional steel wheel technology, rather than electrification, south of the City of Irvine,
- Continued study of the Inland Empire/I-15 corridor, with exception of the I-15 to SR-163 to Coast alternative, which was not supported,
- Continued study of alternatives to the current Del Mar Bluffs and Miramar Hill alignments, and
- Continued study of an intermodal transfer facility near Lindbergh Field.

The NCTD Board also strongly urges that the Authority continue to study an alignment that would provide direct connection to the Los Angeles International Airport.

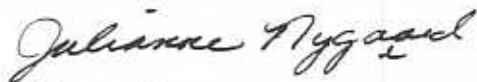
In addition to the above reported action, at their November 1, 2001 meeting the NCTD Board of Directors adopted a motion indicating it is their intention to utilize the studies and EIR/EIS that will be produced through the partnership between HSRA, Caltrans and the Federal Railroad Administration, as the foundation for NCTD's comprehensive corridor-wide study identified in its Double Track Implementation Policy adopted on March 29, 2001. It appears that the scope of work for the completion of the HSRA's

November 9, 2001

EIR/EIS closely matches NCTD's intent for its study and that through continuation of a collaborative process the work produced could be utilized to the fullest extent to identify, and seek funding for, the implementation of incremental improvements in the LOSSAN corridor.

Thank you for the opportunity to comment and provide input on this process. We look forward to continuing to work with you as these projects move forward.

Sincerely,

A handwritten signature in cursive script, reading "Julianne Nygaard".

Julianne Nygaard, Chairwoman

cc: North San Diego County Transit Development Board Members

Mr. Martin Minkoff, Executive Director, NCTD

Mr. Dan Leavitt, Deputy Director, California High Speed Rail Authority

Mr. Gary Gallegos, Executive Director, SANDAG

Mr. Jack Boda, District Director, Caltrans District 11

Mr. Warren Weber, Chief Director of Rail, Caltrans

Mr. Tom Larwin, General Manager, MTDB

Mr. Gil Mallery, CEO, Amtrak West

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466
FAX (619) 234-3407

November 8, 2001

ADM 121 (PC20220)

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814

Dear Mehdi:

Subject: Support for California High Speed Rail Authority Screening Recommendations

On November 1, 2001, the Metropolitan Transit Development Board (MTDB) of Directors took action to support, in concept, the California High Speed Rail Authority's (HSRA's) screening recommendations regarding the high-speed train alignments and stations for both the Los Angeles to San Diego via Orange County and the Los Angeles to San Diego via Inland Empire corridors. A letter transmitting that support was sent to you the same day.

However, in addition to this support action, the MTD Board also directed that the following recommendations be forwarded to the HSRA Board of Directors:

- Eliminate the SR 163 to downtown San Diego alignment option from further study in the Los Angeles to San Diego via Inland Empire corridor;
- Eliminate the Qualcomm Stadium station as a terminal for the statewide high-speed train network in the Los Angeles to San Diego via Inland Empire corridor, unless this alignment can be extended to serve downtown San Diego; and
- Pursue study of an additional alignment option for the statewide, high-speed train network linking Los Angeles to San Diego via Inland Empire that approaches downtown San Diego in the vicinity of the SR 94 corridor.

It is my understanding that these same recommendations have been made by the North County Transit District Board and the San Diego Association of Governments' High Speed Rail Task Force, and that the recommendations will be forwarded to the HSRA Board following an additional scooping period. We urge the HSRA Board to act as soon as possible to adopt these recommendations and approve them at its next regularly scheduled Board meeting in January 2002.

Thank you again for the opportunity to comment on this process. We continue to look forward to working with you to advance these projects

Sincerely,






Thomas F. Larwin
General Manager

DGunn/L-MMORSHEDTLARWI

Member Agencies:

City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

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Board of Supervisors
County of San Bernardino



JERRY EAVES
SUPERVISOR, FIFTH DISTRICT

November 8, 2001



Mr. Rod Diridon
Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814


Dear Chairman Diridon:

As the Fifth District Supervisor representing the San Bernardino/Colton/Rialto areas, I strongly urge the California High Speed Rail Authority to consider the Inland Empire alignment.

We have one of the fastest growing populations in the nation and these possible stations would have tremendous value to our community.

Thank you for your consideration to this matter.

Sincerely,


JERRY EAVES
Supervisor Fifth District

JE/lr



OFFICE OF THE MAYOR
JUDITH VALLES

300 North "D" Street • San Bernardino • CA 92418-0001

909.384.5133 • Fax: 909.384.5067

www.ci.san-bernardino.ca.us

November 13, 2001

California High-Speed Rail Authority
State of California
Attn: Dan Leavitt, Deputy Director
925 W. Street, Suite 1425
Sacramento, CA 95814

RE: San Bernardino Santa Fe Depot High Speed Train Alignment

Dear Mr. Leavitt:

The City of San Bernardino is currently planning for redevelopment of the area surrounding the Historic Santa Fe Depot as an intermodal transportation hub, centrally located to the major population centers of the Inland area. In addition, the City has entered into an "exclusive right to negotiate" with a development firm for the planning, design, and redevelopment of the area surrounding the depot. This development will likely include residential, light industrial and commercial components; and will be designed to service this very important regional multimodal facility, long into the future. The overall renovation and reconstruction will also include increased parking, and likely a parking structure, as well as extensive local access improvements.

This facility already serves a growing mass transit constituency. Metrolink estimates that the current yearly ridership which originates from the Metrolink station adjacent to the Santa Fe Depot is 174,000, representing 10% of the ridership for all of the Inland/Orange County area. Ridership along this line is expected to continue to grow at the rate of approximately 3% per year, which corresponds to the area growth for the San Bernardino valley.

The Depot is currently undergoing a major seismic retrofit and reconstruction project to accommodate the future expansion plans of Amtrak, Metrolink, Marta, and Omnitrans bus systems, as well as offices for the San Bernardino Association of Governments (SANBAG).

In addition, it appears, the "high costs of acquisition" and "negative impact on businesses and residences" associated with the San Bernardino alignment refers primarily to the portion within the City of San Bernardino. The rest of the alignment appears to follow an existing rail right-of-way except for the portion consisting of the "S" curve transitioning

CITY OF SAN BERNARDINO

ADOPTED SHARED VALUES: Integrity • Accountability • Respect for Human Dignity • Honesty


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San Bernardino Santa Fe Depot High Speed Train Alignment

north from the I-10 alignment. However, much of that portion of the alignment which falls inside City limits, is within or adjacent to, the proposed Depot redevelopment area, and is therefore likely to be subject to reconstruction anyway.

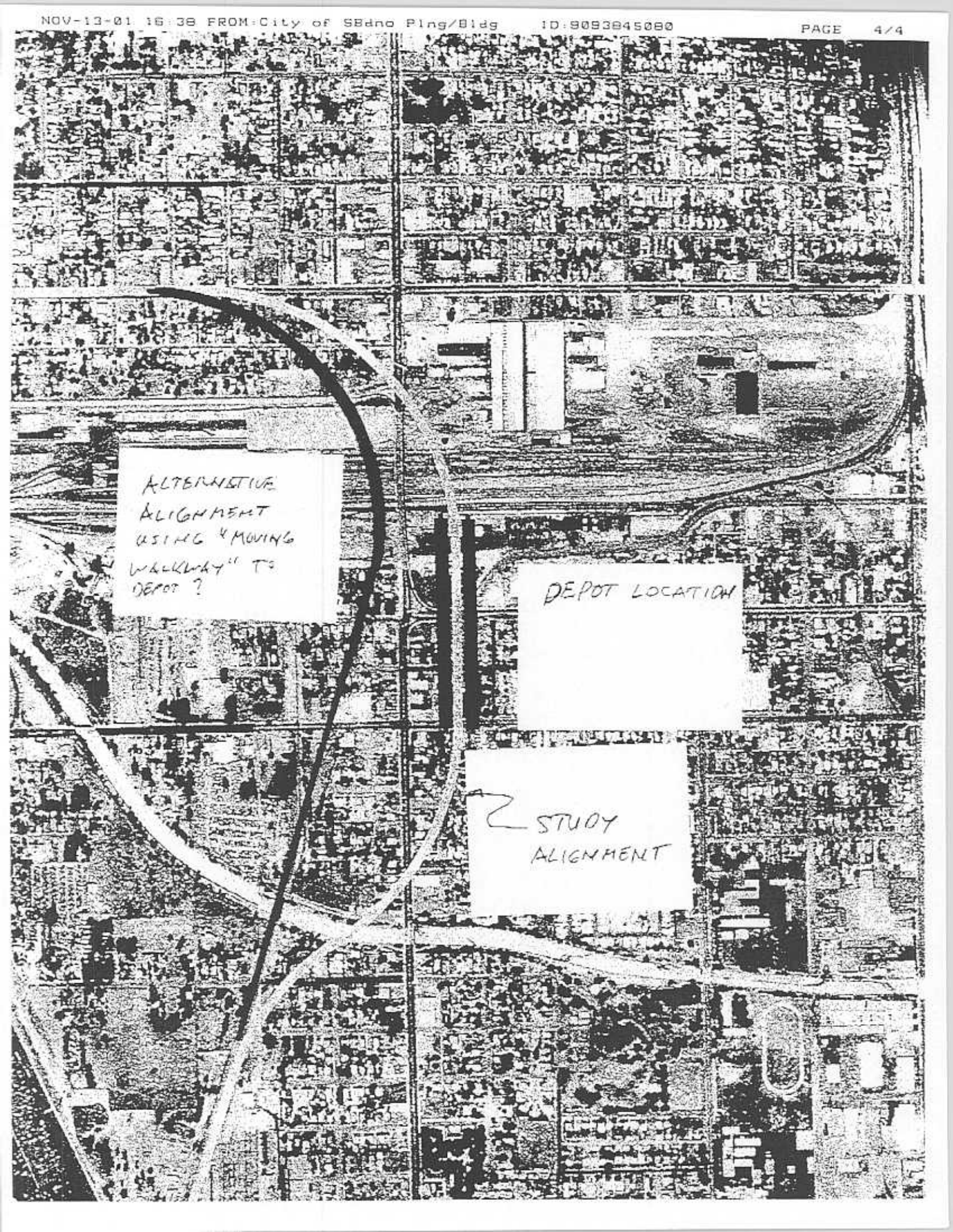
In conclusion, the City feels that the San Bernardino Santa Fe Depot could be a great location for a future Inland High Speed Rail Station due to its relative location to major population centers in the Inland Valley area and its status as a growing intermodal transportation hub. We also feel that joint use opportunities ought to be explored with Metrolink in any case, and the projected ridership growth at this station would seem to support continued consideration of this alternative alignment. Consequently, the City would respectfully request that the California High-Speed Rail Authority staff reconsider their position on the alternative alignment including a station in the City of San Bernardino, and continue to study this alignment as a viable alternative.

Sincerely,



Judith Valles, Mayor
City of San Bernardino

Cc: Mr. Bill Leonard
Fred Wilson, City Administrator
James Funk, Director of Development Services
Raymond A. Casey, Deputy Director/ City Engineer
U. S. Department of Transportation -
Federal Railroad Administration



ALTERNATIVE
ALIGNMENT
USING "MOVING
WALKWAY" TO
DEPOT?

The map is a high-contrast, black and white aerial photograph showing a city grid. A thick, dark, curved line, representing an alternative alignment, starts from the left edge and curves towards the center. A rectangular area in the upper right is labeled 'DEPOT LOCATION'. A 'Z' shaped line, representing the study alignment, is drawn in the lower right. The text 'ALTERNATIVE ALIGNMENT USING "MOVING WALKWAY" TO DEPOT?' is written in a white box on the left side of the map.

DEPOT LOCATION

STUDY
ALIGNMENT



**Riverside County
Transportation Commission**

3560 University Avenue Suite 100 • Riverside, California 92501
phone: (909)787-7141 • fax: (909)787-7920 • www.rctc.org

November 13, 2001

Chairperson Rod Diridon
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairperson Diridon:

The Riverside County Transportation Commission (RCTC) has been an early, consistent and enthusiastic supporter of the State High Speed Rail Program.

At the beginning of the State's efforts RCTC joined with its neighbor, the San Bernardino Associated Governments, and created the Inland Empire High Speed Rail Task Force. The Task Force consulted with the cities of our region and concluded that the highest priority alignment would be an alignment providing direct service to Ontario Airport.

RCTC notes that the recommended alignment along the railroad corridor adjacent to the north side of the Ontario Airport meets this objective and provides an excellent opportunity for a future station.

RCTC also notes that the Authority is finally and irrevocably putting to rest the option of routing the High Speed rail service along the coast. While the Authority has determined that there are statewide revenue benefits to extending a spur of the High Speed rail system to Irvine from Los Angeles, the direct route to San Diego will pass through the Inland Empire. High Speed trains will not operate beyond Irvine.

RCTC urges the Authority to adopt the staff recommendation regarding the selection of the Inland Empire routing as the preferred and only route for High Speed rail service between Los Angeles and San Diego.

RCTC welcomes the opportunity to work with the Authority as it seeks to move this project from concept to reality.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eric Haley for".

Eric Haley
Executive Director

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466
FAX (619) 234-3407
November 1, 2001

Att. C, AI 31, 11/1/01

ADM 120 (PC 20220)

Mr. Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:


**Subject: SUPPORT FOR CALIFORNIA HIGH-SPEED RAIL AUTHORITY SCREENING
RECOMMENDATIONS**

On November 1, 2001, the Metropolitan Transit Development Board of Directors took action to support, in concept, the California High-Speed Rail Authority's (HSRA's) screening recommendations regarding the high-speed train alignments and stations for the both the Los Angeles to San Diego via Orange County corridor and the Los Angeles to San Diego via Inland Empire corridor. We understand that the screening recommendations include:

- elimination of the I-5 coastal alignment from further study in the Los Angeles to San Diego via Orange County corridor;
- continued investigation of nonelectric, steel-wheel-on-steel-rail technology for the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) rail corridor segment south of Irvine, focusing on incremental improvements to the existing Amtrak rail service in this segment (Los Angeles to San Diego via Orange County corridor);
- elimination of Magnetic Levitation technology and steel-wheel-on-steel-rail technology that cannot share tracks with other rail services at reduced speeds in both corridors; and
- pursuit of statewide, electrified high-speed train service linking to the Los Angeles to San Diego via Inland Empire corridor (I-15 corridor).

The MTD Board believes that a high-speed train system is a prudent investment in the state's future mobility and would provide transportation benefits to Californians. We also request that the HSRA keep MTDB informed and involved in the future development of high-speed rail and high-speed rail improvements in these two corridors, particularly as it affects improvements on the LOSSAN corridor and coordination with the regional public transit system.

Sincerely,





Leon Williams
Chairman

DDarro/L-HSRA.TBATES

Member Agencies:

City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, County of San Diego, State of California

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

October 18, 2001

Dan Leavitt
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Draft First Screening Report for the California High Speed Train
Program EIR/EIS

Dear Mr. Leavitt:

On May 15, 2001, the Southern California Regional Rail Authority (SCRRA) provided comments on issues that need to be addressed in several areas associated with the Program Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the California High Speed Train System. Our comments were based upon the Notice of Preparation issued by the California High Speed Rail Authority on April 6, 2001.

The SCRRA is a California joint powers authority which is the operator of Metrolink commuter rail service and, acting for our member agencies, operates and maintains railroad right-of-way in the five county area utilized by our commuter rail service, Amtrak Pacific Surfliner and long distance service and Union Pacific and Burlington Northern Santa Fe freight service. Our five member agencies own the rights necessary to operate commuter rail on existing rights-of-way. As a procedural matter, we draw your attention to the mandatory consulting provisions of State CEQA Guidelines Section 15086, which indicates, among its other relevant requirements, that SCRRA, as well as a number of its public agency members and city and county station locations are covered by the mandatory consultation requirements of this section. In addition, the SCRRA, our member agencies, and city and county station owners will need to approve construction and operating entitlements, and are therefore responsible agencies for purposes of CEQA.

The comments were provided in three substantive areas of concern for the SCRRA Board: Service Competition and impacts on Metrolink stations and surrounding communities, Right-of-way / Construction Conflicts, and Metrolink Subsidy / Operating and Capital Cost Impacts. The concerns that should be addressed in these areas are summarized in the letter provided in Attachment A. In reviewing the work to date, we are concerned that the issues related to construction and operation on our rights of way is not being addressed prior to elimination of other alternatives.

In addition to these ongoing concerns addressed in our May 15 letter we have the following comments related to the Draft First Screening Report.

Member Agencies:
Los Angeles County
Metropolitan Transportation
Authority
Orange County
Transportation Authority
Riverside County
Transportation Commission
San Bernardino
Associated Governments
Ventura County
Transportation Commission
Ex Officio Members:
Southern California
Association of Governments
San Diego Association
of Governments
State of California

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Pages 20 - 24 Bakersfield to Los Angeles Routes

Routes both directly from Bakersfield to Los Angeles and a longer route through the Antelope Valley are being studied. While an initial system will have to choose between them, a long-range plan would be to accommodate both routes. Whichever route is selected for initial construction should have key junction points "roughed out" for an efficient connection to the other route at a later date. For example, if the direct route is selected, in future years a HSR connection is likely to be built to serve the Antelope Valley and a regional airport with a junction near Sylmar. Alternately, if the initial route goes through Antelope Valley, in future years the time savings and ridership growth offered by the direct route may become very attractive for a second phase of the HSR program.

The Antelope Valley market would appear to be almost entirely a commuting service to the Los Angeles area, and perhaps built as a branch or spur rather than to deviate the whole north-south route eastward to pick up this market.

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The route from Sylmar to Union Station is owned by the LACMTA and Metrolink operates, maintains and dispatches the route. It is known historically as the Southern Pacific line, the Union Pacific is a successor to SP and has freight train operating rights on the line. Route discussions should probably call this the "Metrolink" or "MTA" corridor. UP does not have an ownership position.

This route is in current use for commuter passenger service and for local and interstate freight transportation. Both passenger and freight uses are projected to grow substantially. Construction impacts and the final configuration of the combined HSR/MTA Corridor must recognize the current and continuing public utility of this route.

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The combined "UPRR I-5" route appears to be the most reasonable. The concept of placing the HSR in a trench north of Burbank has merit, but only if the existing rail services are also grade separated. This may lead to a four-track wide trench, which would have interesting construction impacts, but is not a fatal flaw. The trench would have to surface as it crosses Tujunga Wash, however this is not an unreasonable distance from adjoining road crossings. To place the HSR in a trench and leave the existing rail line at surface would be unacceptable to Metrolink as there would then be no possible way to grade separate the existing surface streets in the future.

One additional advantage of using I-5 south of Burbank is that the MTA plan for a LRT line to Burbank Airport would not be impacted.

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There appear to be too many stations listed for a HSR line. HSR stations should be quite far apart in order to achieve highway and airline competitive speeds. One stop at Sylmar and the terminal at Los Angeles would be sufficient if local rail service connected these two end points. "Super Express" trains may even skip Sylmar in order to achieve airline competitive times to northern California.

The existing Union Station would probably be severely overloaded with the combined effects of new HSR passengers and the projected growth of existing and planned Commuter rail, regional rail, and transit services.

Either of the alternate sites could be served by a one-station extension of the MTA Red Line, or by a people mover or moving sidewalk to the existing Union Station.

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Discussion of the routes involving the two UP lines should recognize the opportunity to rationalize these routes in order to optimize freight, commuter, and HSR services. An alternate approach is to place most of these services in the same corridor and to then completely grade separate and environmentally isolate that corridor.

The UP / Colton line is used by Metrolink (on a separate track, under a right of way easement) between El Monte and Baldwin Park. Metrolink's 30-Year Expenditure Plan calls for adding a second track to the El Monte end of this easement. The Metrolink track crosses over the UP line on a viaduct near the San Gabriel River, which would require extensive modification if a HSR line is added to the corridor.

The UP / Riverside line is used by Metrolink (on a trackage rights agreement, Proposition 108 State rail bond and local funding financed additional operating rights and capital improvements for the UP to accommodate this service) from Riverside to Los Angeles. In addition to the freight traffic, there are 12 weekday and 4 weekend commuter trains on this line. This line also has very good connections to the Alameda Corridor and is likely to experience 100% or more growth in freight traffic over the next two decades.

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Too many stations are being considered for a true HSR service. The local passenger service should be assigned to Metrolink, with connections at about 30-50 mile intervals to the HSR lines.

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The "BNSF San Jacinto Line" is owned in fee by RCTC. The BNSF has freight operating rights and is the only current operator on this line. The RCTC has adopted strategic plans to implement commuter passenger service on this line. Portions of the line north of SR-60 have sharp curvature. If the HSR line follows this corridor, it would be required to deviate from portions of the route in order to achieve acceptable speeds. This diversion should also be made available to RCTC in order to improve running times for (future) commuter trains. The route south of SR-60 appears to be wide enough to accommodate both a two-track HSR line and a combined local freight and commuter line, all at grade. Many existing roads cross both the tracks and I-215 on overpasses so grade separations are relatively simple on this portion.

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The concept of a high quality regional rail service to carry HSR passengers to the coastal communities while using a true HSR service via the I-15 to connect the end points of San Diego and Los Angeles appears to be the best option for gaining public acceptance for a statewide system. Such a service would use rolling stock compatible with the general system of railroad transportation within the meaning of the FRA. This rolling stock might be too heavy for true high-speed service (but could operate at 150 MPH as with Acelea) but by being able to share tracks with other operators, represents a large savings of infrastructure investment.

A service plan with a strong regional service (as with Caltrans/Amtrak "Surfliners") performing express service with stops no closer to each other than about 15-20 miles and a commuter service (as with Metrolink and Coaster) serving all stops is also viable. This is a way to address community expectations for stations without compromising end-to-end travel times.

Caltrans, BNSF, Amtrak, and Metrolink have developed a long-range concept for building up the BNSF corridor to four tracks from Los Angeles to Fullerton with passenger service generally on the two south tracks and freight service on the two north tracks (however all tracks would be available to all operators for purposes of detours around work or delivery of local freight). This four-track configuration should be the starting point for any discussion on adding HSR service to this line.

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The assumption that passengers would be required to change trains at Los Angeles may be mitigated if a service plan is developed whereby electric locomotives replace fossil fuel locomotives at Los Angeles. This plan would use trains of cars designed for high-speed service and to be compatible with the mixed use of the LOSSAN corridor. Dual-

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Page 5

mode locomotive technology is available and currently used by Metro-North in New York. That concept may be applicable to eliminate motive power changes.

Adding Overhead Catenary System (OCS) to the BNSF portion of the corridor may have severe institutional and cost impacts.

The improvements to the corridor would benefit all present users, and if passing sidings were built, the added services would not adversely impact present services. In particular, the European example of station tracks would permit express trains to pass locals while the locals make station stops.

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High-speed trains that would share tracks with conventional equipment will be constrained to conventional speeds unless signal systems with on board receivers are implemented for all trains on the corridor. This situation may change if (when?) the FRA orders freight and conventional passenger operators to adopt some form of Positive Train Separation (PTS) system, and thereafter to equip all of their locomotives with the appropriate technology.

A prudent approach would be to tolerate the conventional speeds in these corridors until such time as the FRA issues a PTS decision, meanwhile building the track geometry and other infrastructure needed for future increased speeds.

Other considerations for shared use of tracks are platform height, ride quality, and right of way security.

European HSR trains use platforms that are floor height (approximately one meter above the rail), however clearance requirements for tracks used by freight trains prohibit such platforms in California. High platforms do offer the safest, quickest boarding. Station bypass tracks for freight trains and separate platforms for commuter and regional trains on the bypass tracks may be required.

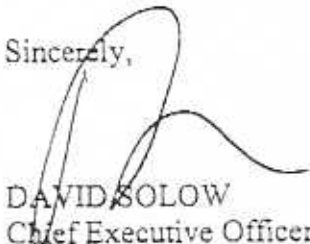
Tracks used by large numbers of freight trains are difficult to maintain to the limits of track geometry deviations required for even moderately high-speed passenger trains. This situation can be mitigated by careful selection of components and design of infrastructure, and by careful management of the maintenance process, including payment to line owners for higher levels of maintenance.

A thorough grade separation program can enhance right of way security for both HSR and improved conventional lines. Unless and until such separation is achieved, additional fencing, signage, lighting, and education of the public, money for maintenance of these features, and increased attention by law enforcement agencies is essential.

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Should you have any questions on our comments or during the ongoing preparation of the EIR/EIS, please call me at (213) 452-0273 or Steve Lantz at (213) 452-0207.

Sincerely,



DAVID SOLOW
Chief Executive Officer

Cc: SCRRRA Board
SCRRRA Member Agency Executive Directors
FRA

Don, FYI

California High-Speed
Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814

Robert W. Longton Ph.D.
P.O. Box 503525
San Diego, California
92150-3525

November 12, 2001,
Subj: Modified Highway and
HSR East of I-15
Ltr: To Supervisor Bill Horn
& From Senator Feinstein

Dear California High-Speed Rail Authority:

Supervisor Bill Horn has proposed an excellent additional modification to highway and rail east of Poway and west of Ramona on a loop suggested by me in correspondence to you, him, and others previously. This plan for rail and freeway infrastructure east of I-15 would provide improved public access to my proposed site of San Diego Highland International Airport (SDHIA). That location is of greater need for improved location of our international airport with the long-term implications of September 11 and what happened today in New York with American Airlines flight #587.

My letters to CAHSRA, from May 4, 2001 to the present time, should help you and San Diego agencies to *Plan and build now the infra structure of High-Speed Rail, Highways, and trolleys to course to that area between Poway, and Ramona on to San Diego Union Station*. A north south highway and rail east of I-15 onto the Highland plateau is appropriate, needed, and attainable through CAHSRA and San Diego government leadership.

Enclosures of letters, maps, and photos were sent to Senator Dianne Feinstein, Governor Davis, Caltrans, CAHSRA, and others on this matter. Included were photos and information for locating SDHIA on the Highland plateau of quantum acres of flat land east of Poway and west of Ramona. Others that received information from me also forwarded that information to San Diego planning agencies.

Your help is critically needed to obtain the infrastructure of rail, highways, and trolleys into that area between Poway, and Ramona.

Respectfully,


Dr. Bob Longton

Supervisor Bill Horn
1600 Pacific Highway
San Diego, CA 92101

Robert W. Longton Ph.D.
14051 Frame Road 92064
Poway, CA 92064

November 12, 2001

Subj: Modified Highway
and Rail East of I-15
Encl: Letters of 1/30/01,
1/20/01, 6/18/01, & 10/30/01

Dear Supervisor Bill Horn:

Thank you for the excellent additional changes to improve a north-south highway and rail east of Poway and west of Ramona connecting Escondido with Qualcomm Stadium. An eastern loop of highway improvements and railway construction from Escondido to San Diego was also suggested by me from January 20, 2001 to the present time.

Letters including plans and photographs were also sent to you, members of the San Diego Board of Supervisors, Mayor Dick Murphy, SANDAG, Executive Director Gary Galegos, Caltrans, Unified Port of San Diego, High-Speed Rail Authority, Federal Aviation Authority, and others.

The north-south highway and rail would also be very good support system for locating San Diego Highland International Airport (SDHIA) between Poway, San Pasqual, and Ramona, which was also suggested by me in January 2001 and in numerous correspondence since then.

SDHIA is in my opinion a superior location to Miramar, or another suggested nearby site both that are becoming too centrally located for an expected busy international airport. An international airport addition at Miramar would also further increase traffic volume on I-15 that as you know has too much traffic. We still need to put our airport east of current cities, yet available through the highways and rail that you and I recommended.

Sincerely yours

Dr Bob Longton

San Diego HSR & HWY

